

IDEA-0929

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22 October 1962

MEMORANDUM FOR: Chief, Operations Division, OSA-DD/R

SUBJECT : IDEALIST Logistics Support Requirements

1. The present MOD-IRAN program will be completed by 29 April 1963. This includes the conversion of two additional U-2A's to U-2F's. By that date, the project will have three U-2C's and five U-2F's for operational use. Except for the possible IRAN of Article 343 in the first quarter of 1964, all aircraft should remain in uninterrupted use until the 2nd and 3rd quarters of 1965. At that time a new IRAN cycle will begin.

2. With eight operational aircraft in the fleet as of 29 April 63, it is necessary to determine well in advance how they are to be distributed and what their programmed usage will be so that additional planning can be made for their logistic support.

25X1D 3. At present, it appears there will be insufficient facilities, equipment, aircraft spares, engine spares, camera [ ] personnel, and funds to support an active operational and training program using all eight aircraft. In addition, the installation of [ ] and 25X1D [ ] in each aircraft will generate further support requirements which have not been programmed for. All of these factors must be re-examined in the light of an operational concept based on eight aircraft of which at least six will be operationally ready at any given time.

25X1D 4. An early decision is also required as to whether a second U-2 is to be assigned [ ] This is only one facet of the over all distribution and usage problem mentioned above. However, if a second aircraft is assigned 25X1C

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25X1C

[ ] additional camera [ ] will have 25X1D  
to be procured to replace [ ] 25X1D  
These are long lead-time items, so this action must be taken  
without delay.

5. It is realized that any operational concept which attempts to forecast numbers of detachments, flying hours, missions, and system requirements is subject to many variables, especially in the light of current developments. However, it is requested that the IDEALIST Concept of Operations dated 28 March 1962 be reviewed and that a meeting with key staff elements be held at the earliest possible time to re-program logistic support requirements for FY-63 and FY-64.

SIGNED

[ ]  
Chief, Materiel Division  
OSA-DD/R

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IDEA-0930

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of  $\frac{3}{3}$

26 October 1962

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Dear

The following is the UR information from Det. H for the month of September.

- 9-1 INDICATOR, TURN & BANK - SP AN-5820T-3, S/N 4519. Pointer sets off center, width of half a paddle. Replaced with serviceable part S/N D5328.
- 9-2 INDICATOR, FREE AIR TEMP - SP MS28009-1, S/N 4994. Erratic in operation. Replaced with serviceable part S/N 3785.
- 9-3 INDICATOR, ALTITUDE INTEGRAL STABILIZER - 6610-663-880 (14602-1J-F1) S/N 41102. Inoperative in flight. Replaced with serviceable part S/N AF 56-41751.
- 9-4 TRANSMITTER, PPH FUEL FLOW - SP 8TJ59GAT-3, S/N V-10048, 23:10 hrs. Erratic operation reported in flight. Replaced by serviceable part S/N S14701.
- 9-5 VALVE, FUEL TANK AIR REGULATOR - SP 108136-16, S/N 116)-882, 290:05 hrs. Will not allow sufficient air for pressurizing fuel tanks. Replaced with serviceable part S/N 75P-370.
- 9-6 REGULATOR, A.C. VOLTAGE - SP R329-7, S/N PY766, 99:40 hrs. Has been subjected to excessive heat along with alternator failure, Replaced with serviceable part S/N TY828.
- 9-7 ALTERNATOR, A.C. - SP 329-3, S/N 329-3, S/N PY771, 80:40 hrs. Reported failure in flight, beads of solder found in area of mounting on engine. Replaced with serviceable part S/N MW512.
- 9-8 VALVE, FUEL PILOT UPPER - 2 on Assy. P/N SP 9-654-1, S/N 1206 and 1528, 290:05 hrs. Float sticks allowing fuel low level warning light to come on in flight. Replaced with serviceable parts S/N 1224 and 1191.
- 9-9 VALVE, FUEL PILOT LOWER - SP 9-654-1, S/N 290:05 hrs. Same as above. Replaced with serviceable part S/N 1347.
- 9-10 VALVE, FUEL SHUT-OFF - 2 on Assy. SP 1321-556566, S/N 161 and 286, 290:05 hrs. Same as above. Replaced with serviceable parts S/N 226 and 32903/01/24 : CIA-RDP63-00313A000600100053-7

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- 9-11 INDICATOR PPH. FUEL FLOW - SP 8DJ86IAA1, S/N S29424. Erratic and stick in operation. Replaced with serviceable part S/N S29414.
- 9-12 TRANSMITTER, FUEL COUNTER - SP-H-222, S/N 376114-M1, 36:15 hrs. Indication of sticking per flight report. Replaced by serviceable part S/N 376475-M1.
- 9-13 INDICATOR, TURN & BANK - SP AN-5820-T3, S/N D5328, 10:00 hrs. Indication of sticking per flight report. Replaced by serviceable part S/N 376475-M1.
- 9-14 INDICATOR, PPH FUEL FLOW - SP 8DJ86LAA1, S/N S29414, 15:05 hrs. Stuck for 20 minutes in flight. Replaced by serviceable part S/N T41966.
- 9-15 TRANSMITTER, FUEL COUNTER - SP H-222, S/N 376475-M1, 13:00 hrs. Stuck for 20 minutes in flight. Replaced with serviceable unit S/N 375348-M1.
- 9-16 EXHALATION VALVE, MEV-28A-137. Loss of tension in spring.
- 9-17 HELMET BLADDER, S-692. Leak in faceplate contact.
- 9-18 HELMET BLADDER, S-692. Leak over right ear - puncture.
- 9-19 COUNTER, MP-10211. Two frequency counters received, both items inoperative. S/N 898 was shipped minus the very important Z201 subassembly. S/N 1030 could not be operated at all because of physical interference between the airfilter and the fan. This condition apparently was not caused by damage in shipment; rather it appears that the repair facility inserted a new filter prior to releasing item for shipment and the item was not properly bench-checked for proper operation.
- 9-20 Tracker Malfunction. Gear Train binding at altitude.

Sincerely

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